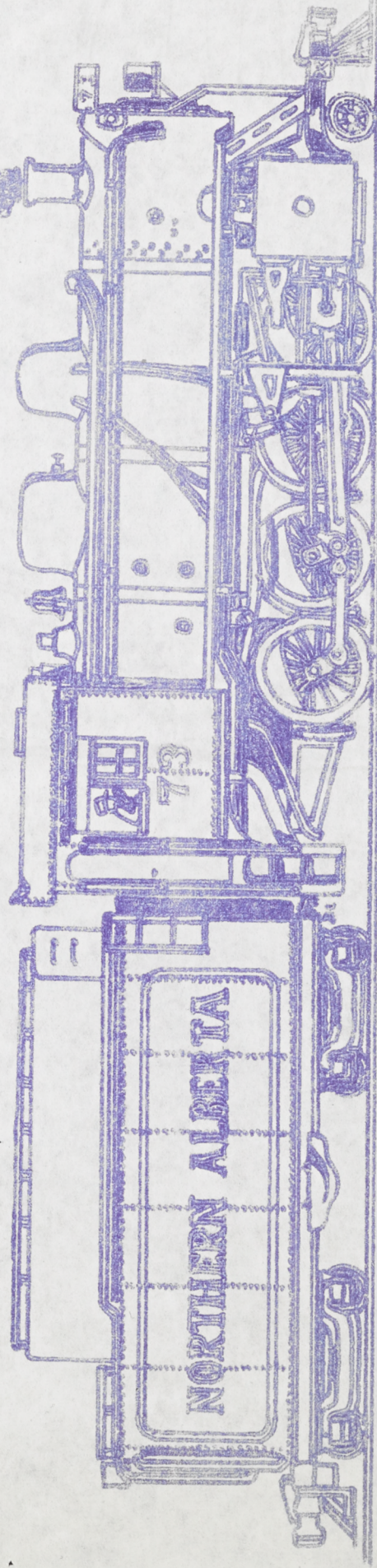
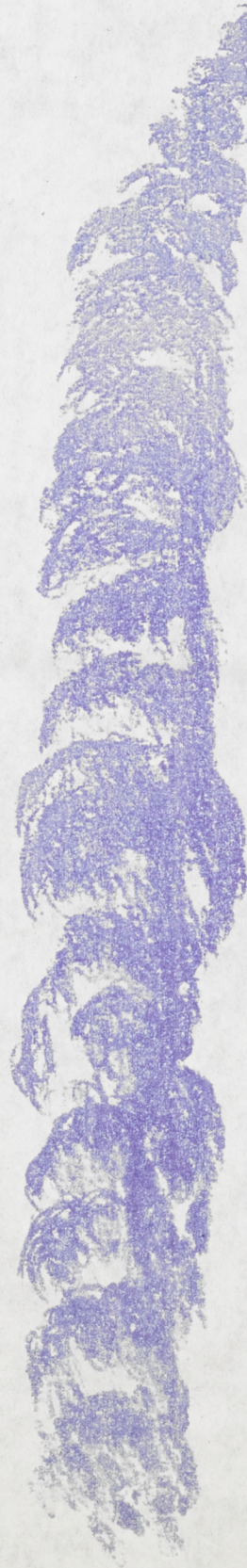


# ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD HISTORICAL ASSN





### "No. 73 Under Steam"

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Above is a photograph of Engine #73 taken some time ago by Eric Johnson. We thought that it would be fitting to print a picture of the locomotive to go along with our excellent cover drawn by who else than Mr. Artist himself, Dale Cuthbertson. Our thanks and congratulations again Dale.

### " Train Orders for May"

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"Extra, Rocky Mountain Division C.R.H.A. will meet at Cromdale Shops, May 11th, 1965 8:00 P.M."

At this particular meeting Mr. Doug Yuill and your Editor, Eric Smith will show a series of color slides. Dougs' slides are of a fan trip last August in B.C. of the Hillcrest Lumber Co. Shay and Climax engines and the cars and passengers behind the engines of course. Erics' slides consist of some shots taken several years ago and include the train wreck at Carbondale. We hope that as many as possible can attend this meeting as it may be the last one held before the summer holidays. During the summer, we hope to have a few visits to engine shops etc. where you can all get good and dirty and perhaps come away with some good pictures. More news about that later anyway.

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### # 73 PROGRESS REPORT

Undercoating has started on # 73 and help is needed to get this paint job done as soon as possible. At this time, it has not been determined whether the finishing black coat will be sprayed, or brushed on.

Anyone who can help out is reminded that the regular Monday night work party calls' "All Aboard" at 7 P.M. If, however, you are unable to make it out on Mondays but are able to help out on an other day during the week, phone Harold Haw at 424-1058 after 5 P.M. Harold will be able to tell you what work has to be done. If he is not at home, he will more than likely be down at the engine. (where else?). Seriously though, we could really do with some enthusiastic help on the end on a paint brush or two.

### NORTHERN ALBERTA RAILWAY TIMETABLE CHANGES

Effective April 25th, 1965, Trains # 7 and # 8 between Edmonton and Waterways, will operate on the following schedule:

No. 7 leaves Edmonton at 8:00 P.M. Monday and Thursday arriving at Waterways at 7:00 A.M. Tuesdays and Fridays.

No. 8 leaves Waterways at 10:45 P.M. on Tuesdays and Fridays arriving in Edmonton at 9:00 A.M. on Wednesdays and Saturdays.

The old timetable had trips both ways covered in the daytime. Now, the new schedule requires both trips to be covered in the night. This is seen as a further move on the part of the N.A.R. to discourage passenger travel. This is bound to succeed. Anyone who has sat, let alone slept on the far from soft comboose seats will agree to this.

This will not result in any change in Trains No.1 and No.2 between Edmonton and Dawson Creek as both are covered at night anyway.

### DRUMHELLER NEWS

The C.N.R. has asked for tenders on the redevelopment and long-term lease of their station sight in Drumheller, Alberta. The property covers four point two acres between Second Street East and Third Street West on Railway Avenue.

"This location is considered to be very desirable for a combined commercial motel and/or hotel development".

"The C.N.R. plans to locate the station and express-freight facilities in the new building.



EASTER RAILFANNING, 1965.

(A tour of the CPR main line from Calgary to  
Revelstoke by CLAYTON JONES and ERIC JOHNSON)

Part One.

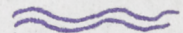
The excursion began on Thursday, April 15th., leaving Edmonton at 1300 after lunch. We were running ahead of the midday CPR passenger to Calgary, so did not expect to see any trains until Lacombe, so were pleasantly surprised, just north of Nisku, to catch an extra freight north... 2 Geeps and about thirty cars. After stopping to view its passage, but not to take pictures, the light being against us, we continued south, taking the older highway through Lacombe and stopping at the overpass just north of Blackfalds to ambush the "Stampeder". Usually this consists of two Budd R.D.C's, but, due to the Easter week-end rush, the consist was Geep 8512, FP7(B) 1914 and Geep 8511, hauling one baggage car and four coaches. The two Geeps are the only ones on the CPR equipped with passenger gearing and train boilers.

We followed this train into Red Deer and took more pictures as it left the station. A pair of Geeeps could be seen heading a freight north at the far end of the yards, while another solitary Geep was idling quietly on the industrial trackage opposite the station. Apart from this the yards were quiet and no CNR units were visible. A quick run south to the Red Deer bypass brought us to the twin spans over the CPR mainline, but, unfortunately, we were not fast enough... the north-bound passenger, composed of FOUR Budds, raced by just as we approached. One of the units was 9055 in the new orange and white colour scheme (Canadian Rail, Nov. 64., page 272.)



TRAINMASTER  
8901  
HEADS AN EAST-  
BOUND FREIGHT  
INTO  
CALGARY

CPR  
FRIDAY  
16 APR 65



We continued southward along the Calgary Trail and were delighted to see the "Stampeder" again to our west south of Olds. Normally, the Budd schedule is too fast to keep up with ... legally, at any rate.... but the locomotive hauled train was losing time steadily. We slowly drew ahead of it and turned into Balzac, just north of the Calgary city limits, to see it roar by. It beat us to the crossing but we still got a good view!

Arrived in Calgary, we drove directly to the Alyth CPR sheds.



Alyth is on the Blackfoot Trail ( just follow the bypass for Hwy.2 south of Calgary for Fort McLeod.) and is the operating base in this area- Ogden shops, about two miles east, are repair and building shops.

THE  
NEW LOOK  
IN  
DIESELS  
ON THE  
CPR



ALCO CENTURY  
4202  
(AND GM GP35  
BEYOND )  
AT ALYTH SHOPS  
CALGARY  
16 APRIL 65

The cupboard was bare on arrival- just one GM GP9 and a Fairbanks Morse (CLC) C-Liner B unit. Alco (MLW) and GM switchers were banging cars about in the yard. The Lethbridge bound Budd had been pulled out of the engineshed by an Alco and was headed for the station just over a mile to the west. We then drove along Portland Street, more or less following the CPR eastward, seeing nothing of great interest, past the "Cardinal Grill" ( an old Calgary streetcar) and then north across the tracks to visit the CNR Sarcee yards. These are quite new, replacing the cramped trackage just outside the old Canadian Northern terminal downtown, and are situated around the junction of the Edmonton and Drumheller lines. Four General Motors products were visible, an SW 900 switching while two SW 1200RS ( road switcher type) and a GP9 idled near the yard office. Returning to the CPR main, we drove a little further east to Ogden, which is well fenced and guarded ( darn it !), so we saw little. By now the east-bound "Canadian" was well overdue- its scheduled departure time was 1730- but it was forty minutes late and we eventually caught a glimpse of it near the big Government Elevators in Alyth yards. This was the train which was involved in a washout in Northern Ontario early on Saturday.

By now, it was just about time for the southbound Budd to leave for Lethbridge, so we drove around the bypass to lie in wait for it close to the Chinook shopping centre, and, at about 1845, we took our last pictures of the day. However, we did see one more train an eastbound freight hauled by a Baby Trainmaster. We used the rest of the daylight in looking around the CPR and CNR passenger facilities downtown and finding good viewpoints for the mornings pictures.

Good Friday, April 16th. dawned clear and fresh, a wonderful day for pictures. We went first to the CNR station which is about two blocks south of the more impressive CPR complex. Here we found



the morning ( 0800 departure) train for Edmonton loading. As always, it consisted of Budd units.. this time D 350 and D 202 ( an interesting consist, by the way. An RDC 3 and an RDC 2 is a little unusual.) After taking pictures, we hurried across town to the CPR main between Ogden and Alyth where the CNR crosses the valley on a long bridge of many varied spans. While waiting for the CNR train to arrive, a CPR freight approached from Medicine Hat. This was led by 8901, our solitary Trainmaster spotting of the trip, Geep 8636 and 83 cars. As this was slowly winding under the bridge, the Budds passed overhead giving some good pictures. We then drove back to Alyth sheds, which, in contrast to the previous day, yielded a rich haul. First of all, we saw a brand new GM GP35 ( the 2500 hp. chopnose sucessor to the Geep) coupled back to back with a 2400 hp. Alco C 424 ( also a chop nose). There were also some ordinary GM Geeps around, plus, on the ready track, a Baldwin yard engine (our only sighting of the trip) and an Alco switcher. We didnt linger as we had two more trains to catch. These were the westbound "Dominion" which we had hoped to follow westward into the mountains. This was due to leave at 0815, but was running some five hours late somewhere out on the prairies! We thus had to content ourselves with the 0830 departure to Edmonton, which was made up of three Budds.... 9196, 9056 and 9195. Our final stop in Calgary was at Mewata Park, where we viewed 2-10-4 Selkirk 5934 (actually 5932) which is on permanent display. The engine is quite well sited with ample parking and good picture opportunities.. apart from one power pole.

Little can be seen of the railway as you drive west from Calgary along the Trans Canada Highway. Although it was barely 0900, almost everyone in Calgary seemed to be heading for the mountains and the traffic was fierce. We stuck it for a while and then cut over to the old road and had a peaceful drive.. with no trains, alas..into Canmore, where we explored the mine briefly, and so into Banff. After a short pause for a milkshake and a lineup, we continued westward stopping here and there for photos of the scenery which was looking at its best in the bright sunshine with still plenty of snow. Beyond Lake Louise, road and rail are close together and the famous Spiral Tunnels are soon reached. Here we met the eastbound "Canadian" head on, so to speak, and shot it up at Wapiti Tunnel and at the lookout before turning back east to follow it for some miles.

The train had thirteen cars and was led by three units- "A" 1420, "B" 1919 and Geep 4034, all GM of course. We paced this train back over the Continental Divide to take pictures at "Morants Double S" curve just west of Temple. This is a scene used frequently by CPR itself for publicity shots.

Back once again at the Spirals, we sighted an eastbound freight chewing up the hill at about 5mph. flat out. Quite a sight to see ! (4036, 4457, 8836, 8644 and about 35 cars). We then had a short break for a picnic lunch ( why dont they have the camp shelters open in April ?). We returned to the Spiral Lookout just in time to see the westbound "Dominion" (remember, this train was FIVE hours behind us in Calgary !!!) come out of the Upper Spiral Tunnel with its dynamic brakes a whining. Geep 4037, 8527, "B"1918 and 20 cars). We followed this train into Field, the Divisional point where it met the eastbound "Dominion" ( "A" 1402, 8501, 8504 and 19 cars.... six piggybacks, four mail-baggage- express and five coaches).....



Now is a good time to introduce you to the "Dominion", known to the fans as the Worlds Longest Mixed Train !! Unlike our "Panorama" which is of equal quality to the "Super Continental", the Dominion is a catchall. Throughout the year, it hauls piggyback and a long string of head end cars. At the rear is usually a single coach for casual riders. Between Sudbury and Toronto, and between Winnipeg and Fort William, it carries a single sleeper, and it has, until recently had a cafe lounge car all the way. So, at least you could eat through the Rockies, even if you couldn't sleep ! Now this has gone from the REGULAR consist. However, the "Canadain" is a fixed consist train and is normally restricted to stainless steel cars. Thus, when traffic gets heavy the CPR has to carry its extra passengers on the Dominion, and so in summertime, or at holidays like Easter, the train expands considerably in length with diners, sleepers and even a dome car sometimes. Its a fascinating train to see with its wide mixture of equipment.

Anyway, the two trains met at Field- the passengers poured out to take blurred pictures of a herd of deer grazing nearby, and a switcher cut out sleeper "Shamrock" from the westbound train. Meanwhile we wandered around the yards which was full of engines. Nearly all were GM Geeps but there were two Fairbanks Morse engines, a C-Liner "A" and a Baby Trainmaster. Freights east are often split here to be worked over the 2.2% grades of the Spirals, or helper units are added, so this is a busy yard.

We paced the "Dominion" west, stopping frequently through Kicking Horse Canyon to get shots of it winding along the green foaming waters of the Kicking Horse. At Golden, the line enters the broad valley of the Columbia and has a short respite from grades.... we were forced to leave the train here as it was almost dark and we had yet to drive to Revelstoke for the night. After some twenty miles of flat driving along the valley to Donald, we started climbing over Rogers Pass with the railway far below and out of sight for some ten miles. Near the actual summit, we saw a freight crossing Stoney Creek Trestle high above us in the dusk. Since we were to return here the next day, we will leave a description of this area till later. The CPR tunnels under the pass through Connaught Tunnel and then threads Albert Canyon with the Trans Canada generally high above the winding tracks. We saw no more signs of life as it gradually got darker until our arrival in Revelstoke, which is another divisional point. On our way to the motel, we heard an Alco switcher burbling in the yard but didn't bother to look for it in the dark.

This is a convenient point at which to break our narrative- next month we will describe our climb up to Stoney Creek and other adventures.....



THE CANADIAN RAILROAD HISTORICAL ASSOCIATION  
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Mr. Doug Yuill gave a very informative talk last month to the The Canadian Industrial Traffic League at the Kingsway Motor Hotel together with Eric Smith who did little else but operate the slide projector. Here are a some of Dougs' comments and with appologies to Doug this is a condensed version.

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The interest in preservation of steam and street railway equipment has resulted in the development of a museum at Delson Quebec containing 90 seperate peices of equipment ranging from a famous CPR Selkirk locomotive, one of the largest and heaviest steam locomotives at 365 tons, ever operated in the Commonwealth.

Included in the present collection of equipment are a Beyer Garrett articulated locomotive and a Stroudley Terrier 0-6-0 both from the UK, a French and German locomotive as well as CPR business car "Saskatchewan". This car was present at the driving of the last spike on the CPR on November 7th, 1885. Retirement came to this car in 1958 finally after a great many years service including being Mr. William Van Horne's personal private car for many years.

The Rocky Mountain Branch of the CRHA was organized here in Edmonton in October of 1961 as a direct result of the steam trip to Camross behind CNR engine 5114. "

Doug went on to tell the group of our efforts in restoring street car No. 1 and the more current work on engine No. 73. as well ~~xxx~~ as our yearly cleanup job on 1392 out in the fair grounds. The lecture was well received by all and our thanks again to Doug for helping to spread the word of steam preservation around. After the lecture we were treated to a dancing girl show, but I'm sure you wouldn't want to here about that!

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11609 Saskatchewan Drive  
Edmonton  
Mr. H. H. Richardson

